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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADER REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

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His Majesty
The King
BOVRIL
THE MIGHTY ENERGIZER
stimulates, nourishes and sustains
without digestive efforts.
The Power of Beef is in
BOVRIL.

No. 16,361. 號一十六百三千六萬一第 日七念月八年二統宣 HONGKONG, FRIDAY, SEPTEMBER 30th, 1910. 五拜禮 號十三月九年十一百九千一英港香 PRICE \$3 PER MONTH.


INTIMATIONS
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PIANO
FIVE YEARS'
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NEW MODELS FOR 1910.
PRICE \$378.
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[a34-2]

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A strong British Corporation Registered
under Hongkong Ordinances and under Life
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Insurance in Force ... \$3,855,885.00
Assets ... \$4,125,250.00
Income for Year ... 3,565,599.00
Total Security to Policyholders 8,216,813.00
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[a1472]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a728]


PEAK TEAMWAYS COMPANY
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SATURDAYS.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 1st April, 1909. [a76]

TRY
WEISMANN'S COFFEE
ROASTED AND GROUND ON OUR
PREMISES DAILY.
In 1/2 lb. and 1 lb. Tins. [a946]


**MITSU BISHI DOCKYARD
AND ENGINE WORKS.**
A1, A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.
AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.
Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.
3 Dry Docks: No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 450 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.
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Floating Docks. No. 1. No. 2.
Lifting Power 7,000 tons. 5,000 tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
Breadth " " 56 " 66 "
" Draft " " 22 " 26 "
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight. [a69]
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S.S. "MARMORA."
(10,500 TONS.)
CAPTAIN G. H. C. WESTON, R.N.R.
THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18th, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—
MARSEILLES - - - - - APRIL 15th.
LONDON - - - - - APRIL 21st.
FARES TO LONDON—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "
For Further Particulars, apply to—
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LANE, CRAWFORD & CO.
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NEW STOCK OF
DR. JAEGER'S
SWEATERS
AND
THE NEW
COAT SWEATERS
IN
WHITE AND COLOURED.
CRICKET BOOTS,
BELTS AND MUFFLERS.
LANE, CRAWFORD & CO.
[a28]


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WHISKY.**
As Supplied to the House of Lords,
The House of Commons, and to the Houses
of Parliament, Canada.
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MACGREGOR & CO.,**
WINE & SPIRIT MERCHANTS.
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[a30]

BREWER & CO., LTD.,
PEDDER ST., Adjoining Main Entrance HONGKONG HOTEL, TELEPHONE, No. 696.
RUDYARD KIPPLING'S NOVELS AT
\$1.75 EACH:
Many Inventions.
Traffic and Discoveries.
Soldiers Three and Other Stories.
Wee Willie Winkie, Under the Deodars, &c.
Life's Handicap.
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The Light that Failed.
Stalky & Co.
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From Sea to Sea; 2 Volumes.
WELLINGTON TYPEWRITER \$135.00
New Supply of this Machine
Just Arrived.
COMMERCIAL MANILA ENVELOPES
per 1,000 \$2.00
New Stock Just Arrived.
SINGER FOUNTAIN PEN
(Self-filling) \$5.00
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(Self-filling) \$3.50
TYPEWRITER RIBBONS \$2.25
To Suit any Machine. [a27]

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PHOTO SUPPLIES.**
17, QUEEN'S ROAD CENTRAL.
JUST UNPACKED:—
FOLDING POCKET CAMERAS, fitted with GOERZ,
ZEISS and ROSS LENSES, PREMO FILM and
PLATE CAMERAS, KODAKS, FILMS and
ACCESSORIES.
AT MODERATE PRICES.
DEVELOPING AND PRINTING A SPECIALITY. [910]

INTIMATIONS
BOXING!
AT THE
CITY HALL.
TO-MORROW (SATURDAY), 1st Oct., 1910
MAIN EVENT:
BILL LEWIS v. ROY KINNEY,
25 Three Minute Rounds
for a Purse of \$1,000.
4 Preliminaries.
Bookings and Plans at ROBINSON PLANO
CO., LTD.
PROMOTER, E. H. WHITTAKER.
Hongkong, 24th September, 1910. [1107]

SPECIAL SALE OF WORK
IN AID OF
THE ORPHANS AND THE HOME FOR
THE DESTITUTE.
THE SUPERIORESS and SISTERS of
the ITALIAN CONVENT have the
honour to announce that their Annual Sale of
Needlework, comprising Ladies' and Children's
Dresses, Embroideries, Table Covers, Handker-
chiefs and a variety of articles suitable for
presents, will be held at the Convent on the 1st,
3rd, and 4th October next, commencing each
day at 10 a.m.
The Superiours and Sisters beg to solicit the
patronage of a generous community to aid the
work of providing for the maintenance of the
large number of Orphans at the Convent and
its outlying branches, and the helpless Aged
and Infirm in the Home of the Destitute at
Wanchai.
ITALIAN CONVENT,
28, Casino Road.
Hongkong, 28th September, 1910. [1117]

"BEDFORD" RELIEF
FUND
UNDER THE PATRONAGE OF
H.E. SIR HENRY MAY, K.C.M.G.,
H.E. MAJ. GENERAL BROADWOOD, C.B.
COMMODORE EYRES, R.N.,
AN ENTERTAINMENT
Will be held
AT THE
CITY HALL,
On SATURDAY, 15th, AND MONDAY,
17th OCTOBER.
Seats may be booked at the ROBINSON
PLANO CO., on and after MONDAY, 3rd
October.
Hongkong, 27th September, 1910. [1095]

INSURANCE
**NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.**
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909
£19,875,357.
I. Authorised Capital ... \$5,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,455,136 6 7
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE and MARINE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th July, 1910. [788]

DENTISTRY
**SIEN TING
SURGEON DENTIST.**
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1083]

DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.
1st FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1022]

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"WASHINGTON NAVEL"
30 Cents Per lb.
APPLES
"TASMANIAN STURMERS"
20 Cents Per lb.
THE
DAIRY FARM CO., LTD.
[a2]

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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

**KING EDWARD
HOTEL.**
A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a688]

ORIENTAL HOTEL
No. 2, QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
HOTEL. MANAGEMENT.
ENTIRELY UNDER EUROPEAN
SUPERVISION. Recently has been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of the
latest. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to
J. H. OXBERRY,
Manager.
FREDERICK REICHMANN,
Proprietor.
(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
Telegraphic Address "COMFORT."
Hongkong.
Hongkong, 1st September, 1910. [a542]

**"BRAESIDE,"
PRIVATE HOTEL.**
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.
Apply to— Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.**
THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
Two steamers (S.S. *Sac An* and *Sac Tin*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a213] THE MANAGER

VICTORIA HOTEL
SHAM-KEEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAM-KEEN."
SITUATED ON THE BRITISH CONCESSION
MACAO HOTEL
MACAO
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SITUATED IN THE CENTRE OF PRAGA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor
[a1004]

INTIMATIONS

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WINE & SPIRIT MERCHANTS

BRANDY:

	Per case of 1 doz.
A-SUPERIOR PALE, Red Capsule	\$21
B-SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S ... COGNAC, Gold Capsule	23
C-SUPERIOR OLD LI- QUEUR COGNAC, Gold Capsule	29
D-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E-FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY	30
BOUTELLEAU'S CHAM- PAGNE LIQUEUR	40

	Per Doz.
FINE PALE COGNAC (Marie Bisard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Bisard & Roger's) ...	64.80
VERY FINE LIQUEUR (Marie Bisard & Roger's) ...	100.00

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are increased by the amount of duty payable
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A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

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Only communications relating to the news
columns should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
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Telegraphic Address: PRESS.
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P. O. Box, 34. Telephone No. 13.

BIRTH.
On the 18th September, at Ch'iao, the wife
of ALAN WILSON, Chinese Customs Service,
of a daughter.

HONGKONG OFFICE: 10A, DES VEGEY ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 30TH, 1910.

It has probably not surprised the British public that Lord Charles Bessborough has come to the fore again with a demand that the Government shall lay down twelve Dreadnoughts next year, instead of five, and that a loan should be raised for Naval purposes. For some months past the Imperial Maritime League, "founded to secure the maintenance of British sea power," has been advocating a movement to obtain Parliamentary sanction to a loan of £100,000,000 (a hundred million pounds sterling) for National Defence. The League has canvassed Officers of Flag and General rank, and according to the latest information 357 of them have endorsed the appeal. More recently the Navy League, which at first apparently would have nothing to do with the scheme of its offshoot, has now been educated up to the point of declaring a naval loan to be necessary. "The truth is," says the official organ of the League, "the two-Power standard can no longer apply. More is required. In view of the expansion of other navies, another standard is necessary, and it must be established without any offence to Germany." This remarkable leading article then goes on to say: "A short Naval Defence Act, provided for, per-

haps wholly or in part, by loan, might be the best plan, and would suffice to give us this immeasurable advantage. The scheme has the merit of being feasible. It asks what the country can supply without difficulty. A loan of £30,000,000 or £40,000,000 would suffice, but the essential point is to raise the money, and whether it is raised by loan or taxation is a matter of no moment."

On the top of all this the Daily Mail seems to have been scaring the public out of its wits by a series of special articles on "the German advance in the North Sea." The object of these articles has been to show: (1) That works are in progress at Emden which will make the mouth of the Ems a first-class naval base instead of, as at present, a torpedo base; (2) That the island of Borkum is being armed for the defence of the entrance to the Ems and to extend the fortified chain which stretches along the coast of Germany; (3) That the new railway from Malmédy to Stavelot opens another door into Belgium for the military forces of Germany; (4) That these works in the North Sea bring the German naval power close upon one hundred miles nearer to Great Britain. German newspapers, the Mail says, have at last acknowledged the truth of this statement, and claim that this scheme, which is due to the initiative of the Emperor, doubles the strength of the German Navy and brings German torpedo-boats within six hours of the British coast. The Mail admits that Germany has, of course, a perfect right to develop her naval resources in whatever manner and to whatever extent she chooses. "But," it says, "her devouring activity in the North Sea and her relentless rivalry for naval supremacy cannot leave us indifferent to the danger that steadily advances toward our shores. There can be only one answer to the challenge. We must build and build again until this new and immeasurable advantage which Germany is wresting from the sea is more than balanced by the unquestionable supremacy of our Fleet."

We mention all this as justifying the statement at the commencement of this article that the demands made by Admiral Bessborough have fallen on "blue." This is not to say that the gallant Admiral has been influenced by the scare created by the Daily Mail over the German fortifications on the little island of Borkum. Admiral Bessborough bases his demands on the increasing naval strength of the Triple Alliance, and his attitude is therefore that of the Navy League, which declares that the two-Power standard can no longer apply, and that something more is required. Great Britain cannot view with complacency the immense efforts which are being made to wrest from her the naval supremacy which she has so long enjoyed. A telegram published in the Indian newspapers gives the gist of an interview which Mr. W. T. Streat had with the CHANCELLOR OF THE EXCHEQUER on the subject of "Disarmament." We have piped the tune, he says, and the other nations have declined to dance. "We cannot disarm in the midst of an armed camp." Mr. Lloyd-George apparently is not the "Little Navy" man he was but a short time ago. He spoke in the course of the interview of "the untouched reserve of a Naval Loan," which was available to fall back upon, "a resource of which our competitors long ago had to avail themselves." But the CHANCELLOR's hopes are evidently set on an Anglo-American Alliance to meet the naval combination in Europe. There is no indication, however, that an Anglo-American Alliance is yet within the pale of practical politics, and we venture to think the Government will be compelled to avail itself of the resource of a Naval Loan long before America is educated up to the point of forming an offensive and defensive alliance.

The British cruisers *Minotaur* and *Monmouth* were expected at Yokohama on September 21st.

Notwithstanding the typhoon signals, the American Pacific Squadron left Hongkong yesterday for Manila.

The birthday of Confucius is being celebrated to-day. This is the meaning of the display of the dragon-flags in the principal Chinese streets of Hongkong. A great gathering in honor of the Sage takes place at the Tai Ping Theatre to-day.

Lady Mody, Mr. and Mrs. Dady (son-in-law and daughter of Sir H. N. Mody) and party visited the Seamen's Institute on Wednesday afternoon. They were received at the gate by Mrs. W. E. Molson, who conducted them over the premises. They expressed great satisfaction with all they saw and especially complimented Mrs. Molson on the good order in which the premises were kept.

We are informed that the *s.s. Tongo Maru* grounded near Kintona light ship on Monday, the 26th, at 4.35 p.m., and was floated on Tuesday at 3.00 p.m. No damage whatever occurred. She left Shanghai on Wednesday at 5 p.m.

A Chinese appeared before Mr. J. R. Wood at the Magistracy yesterday charged with behaving in a disorderly manner on a frigate. The defendant refused to make room on a seat for other passengers, and became nasty when requested to do so. His Worship imposed a fine of \$5.

The case in which a native was charged with keeping an opium den at No. 1, Fuk Hing Lane, Wanchai, and 37 others with smoking therein, concluded before Mr. E. B. Hallifax at the Magistracy yesterday, when Mr. H. L. Denny, from the office of the Crown Solicitor, appeared to prosecute. According to evidence formerly adduced, the defendants were in the habit of taking their opium to this house, smoking it, and leaving the dross in payment for the use of the den. Mr. J. H. Gardiner, who represented the defendants, raised the defence that dross was not equivalent to a fee. His Worship reserved his decision.

Herr Dernburg and his party arrived at Kobe on the 16th instant and afterwards went cruising through the Inland Sea on a yacht. The party arrived at Takimatsu from Kobe on the 18th instant, and visited Kuribayashi Park and the Kotokira shrine. They spent the night on the yacht at Tadotsu, which place they were to leave on Monday morning (19th instant) for Miyajima via Onomichi. It is understood that Herr Dernburg will leave Japan on the conclusion of the Miyajima trip. According to his itinerary he is due at Seoul on the 24th instant, at Mukden on the 29th, and at Dairen on the 3rd proximo. On November 16th he leaves Hongkong for further visits to Tsingtau, Peking, and Shanghai en route to Europe.

SUPREME COURT.
Thursday, September 29th.
IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PRINCE JUDGE).

A SHIPPING CLAIM.
The Kang Ching Hang firm brought an action against the Wong U Sui firm and the Wing Loo Kang Sui for \$103 in subsidiary claims, being the amount deposited with defendants as security for conveying a freight of firewood belonging to the plaintiffs.

Mr. Davidson, for the defendant, asked for an adjournment as he was not ready to proceed. He was prepared to pay the costs of the day.

Mr. Goldring, for the plaintiffs, opposed the application. He said that the case had been fixed for the 19th August and his client had had plenty of time to get ready. He did not want to appear ungracious, but although it was a debt it meant a great deal to his client. At the same time he would not object on the terms mentioned to a short adjournment. The question his Lordship would have to decide would be whether the plaintiff agreed to ship by a certain boat or whether they merely paid this as a deposit for future freight.

The hearing was fixed for Saturday, October 15th.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]
[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]
AMERICAN POLITICS.
THE REPUBLICAN PLATFORM.

LONDON, September 29th.
The platform adopted by the Republican Convention at Saratoga declares relentless warfare against official and legislative wrong-doing, and commends enthusiastically the administration of President Taft. It praises the new tariff which has reduced the average duties 11 per cent. and declares that the higher cost of living is only a local reflection of a world-wide tendency not due to the tariff.

SERIOUS RIOTS IN BERLIN.
POLICE CHARGE THE MOB WITH SABRES.

LONDON, September 29th.
Serious riots have occurred at Berlin consequent upon a strike of coal porters, who were aided by mobs of sympathisers.

Last night the police used their sabres and the thoroughfare along which the mob retreated was strewn with wounded men.

Many seriously wounded were conveyed to hospital.

One policeman and one civilian died of the injuries they received.

Four British newspaper correspondents, including Reuters, were wantonly attacked by the police with their sabres and injured.

An official statement issued yesterday morning declares that the mobs are directed by leaders experienced in street fighting, and instructed the police to take more rigorous action.

THE PORTSMOUTH ESPIONAGE CASE.
HEAVY BAIL.

LONDON, September 29th.
The German subaltern named Helm, who is charged with espionage at Portsmouth, has been committed for trial.

The Bench consented to allow bail, prisoner himself in £1,000 and two Englishmen £500 each.

Meanwhile the prisoner has been remanded to Winchester Gaol.

THE CRISIS IN THE COTTON TRADE.

LONDON, September 29th.
The crisis in the cotton industry is regarded as acute.

The Secretary of the Amalgamated Society of Card-room Operatives has replied to the employers that the Society is prepared to accede to the request for the re-starting of the Fern Mill on condition that the dismissed operative is reinstated.

The Masters' Federation has decided that they are unable to make any further concession. The lock-out must proceed.

THE NEAR EASTERN QUESTION.

LONDON, September 28th.
The forthcoming meeting at Turin of Sr. San Giuliano, the Italian Foreign Secretary, and Baron Aehrenthal, Austrian Foreign Secretary, is watched with especial interest in view of the Near Eastern Question and Italian aloofness from recent international combinations.

The official timekeeper at the interport swimming contest has written to our Shanghai morning contemporary to say that Mr. T. Logan's time for 440 yards was correctly given as 5 m. 51 sec. The British record for the distance is 5 m. 26 sec.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, MRS. F. H. MAY, K.C.M.G.

Hon. Mr. A. M. THOMSON (Colonial Secretary).

Hon. Mr. W. REES DAVIES, K.C. (Attorney-General).

Hon. Mr. C. McI. MESSER (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. F. J. BAILEY (Capt. Superintendent of Police).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Mr. W. YUK, C.M.G.

Hon. Mr. E. A. HEWITT.

Hon. Mr. MURRAY STEWART.

Hon. Mr. E. OSBORNE.

Mr. C. CLEMENTS (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 77 & 78), and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 12), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

THE ESTIMATES.

The COLONIAL SECRETARY moved the second reading of the Bill entitled, "An Ordinance to apply a sum not exceeding six million and forty-two thousand five hundred and forty-three dollars to the public service of the year 1911."

The COLONIAL TREASURER seconded.

Hon. Mr. HEWITT—Sir, I have been asked by the unofficial members to reply on their behalf to the remarks made by your Excellency when laying the estimates for next year before the Council. For the sake of convenience, I will take the various items in the order in which they appear in the draft estimates, but before doing so there are one or two minor points as to the manner in which these are prepared, to which I will refer.

On page 5 Light Dues (Special Assessments), amounting to \$96,000, are presumably the dues levied for the port payment of the Mookai refugees. If so, we would suggest that it should be clearly stated that this money is earmarked for that purpose. On page 19 we find the actual expenditure of last year, the approved and revised estimates for this year, and the estimates for 1911 are summarised. Then, commencing on page 22, follows a comparative estimate of the details of expenditure between the estimates now before us and the approved estimate for 1910. There is, however, as we know, at times a very large difference between the approved estimate for one year and the revised estimate, and we think that it is advisable to bring through the details of the estimate which would certainly be a great advantage to those of us who are called upon to criticise them—that the details should be shown. I will mention but one case to illustrate my meaning. "Miscellaneous" on page 37. The total estimate for 1911 is \$152,407 compared with \$144,307 approved estimate for 1910, but as a matter of fact the revised estimate for this year was \$311,430, an increase of expenditure over the estimate of rather more than 100 per cent. The estimate for next year therefore is about 50 per cent. under the actual expenditure for this year, but reference to page 37 would probably lead many of those who peruse these figures to the conclusion that there would be an increase of \$8,000 in expenditure over that of this year, and the searcher after truth would be still more misled in this respect were he to extend his investigations to the valuable document headed, "Abstract showing difference between the estimates of Expenditure for 1910 and 1911," where Miscellaneous Services are entered as showing an increase in expenditure of \$8,100 next year as compared with this. We are very glad to learn that the Colony will no longer be called upon to pay for the loss incurred on the British Postal Agencies in China, and that, as the Imperial Treasury will shortly take them over, there will be no question of these establishments being closed; for, as I have stated on a previous occasion, I consider it would be a serious loss to British prestige were our post offices in China to be abolished while other Powers maintained theirs. There is, however, another point in connection with the postal revenue which we are agreed requires consideration. While entirely supporting the penny postage scheme, so long as this does not result in a loss, we do not believe in incurring the heavy and annually increasing loss which is incurred on postal matter sent to Siberia. The quicker transit thus given will, we believe, always ensure its being freely made use of. We therefore consider that for this advantage those using that route will be willing to pay, and that the postage therefore to Siberia should be raised to such a figure as to cover the actual cost to the British Post Office, reverting if necessary even to the old 2½ rate. With regard to the Imperial contribution on account of loss on opium revenue, this sum we see stands at \$102,857. We do not, however, gather from the remarks your Excellency made a fortnight ago that this sum has been definitely fixed, and we await further information on this point. If this is all we are to receive for the one year, the unofficial members wish to place on record their strongest possible protest against so parsimonious an action on the part of the Imperial Government, and in the name of the ratepayers of Hongkong to state that such treatment is in their opinion little short of scandalous. His Excellency Sir Frederick Lugard, speaking in this Council on the 14th April last, made the announcement that the Imperial Government were lowering 23,000 in their estimates for the financial year as a grant to Hongkong in respect to the loss of the opium revenue. The unofficials had no opportunity then of discussing the matter, nor indeed did there appear to be need to do so at the moment; it was better that we should wait until the estimates were before us, or a more definite statement was made to the Council. It is true some approval was expressed by certain of the members at His Excellency's statement, but this I think was not because the unofficials considered the sum insufficient, but to endorse the remark made with regard to the Secretary of State, having accepted the principle of compensation. We do not consider the sum named sufficient. The loss in the opium revenue for this year is apparently \$222,500, and for next year \$258,800 (nearly half a million dollars for the two years), while for the third year the loss will probably be proportionately higher.

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an ordinary question put to him. The increase in the Educational vote will not be objected to by any one, while that on the Voluntary will, I must sincerely trust, be the result of the younger members of our community in the performance of their duty to the State. I do not on this occasion intend to refer fully to my old friend—and enemy—the military contribution, beyond asking if having gratefully accepted the benevolent Imperial Government has thrown to us in the form of £9,000 for compensation for loss on opium revenue, we have to refund them a fifth of this. If this would indeed be giving with one hand and taking away with the other. The Military Contribution is estimated on \$6,718,883, while according to the summary on page 5 no entry is made for compensation for loss of revenue on opium. If this is granted for 1911, will the Military Contribution be levied on the ground that this forms part of our gross revenue? We are still in ignorance as to the exact amount of the Military Contribution to be paid for 1910. The next section of accounts to deal with is the Public Works Department, and seeing it is proposed to spend some \$1,850,000, or nearly 25 per cent. of our total revenue on it, there are naturally several items which must be referred to. These figures are exclusive of the Railway, with which I will deal separately. Your Excellency made reference to certain of the public works now in hand, or shortly to be undertaken, but was strangely silent as to other and far more important undertakings in which we have in the past incurred expenditure. We would like to have some information as to when we might reasonably expect to see the Law Courts and Post Office completed and in occupation, and also whether further grants will be required for them. We consider the community is entitled to the fullest possible information on such points. In round figures the original estimate for the Law Courts, which have already been some 11 years in building, was four acres of land; up to the end of the year they will have cost seven and a half, and for next year we are asked to vote another half, thus increasing the original estimate by 100 per cent. The case of the Post Office is equally unsatisfactory. Commenced some 9 or 10 years ago, it was originally estimated at five acres; by 31st December next we will have spent eight and a quarter acres, and next year another acre, an increase of nearly 90 per cent. on the first estimate. We have no assurance that even these increased sums will complete the buildings, nor that the reports of similar nature, which are constantly coming in, will be the last. The officials responsible for the work have been silent, and we do not therefore know what is taking place, and consequently it does not appear to be out of order if I refer to current rumours. We hear that owing, we understand, to insufficiently detailed working plans not having been prepared the final construction of the Post Office, have been much delayed and consequently considerably increased. Whatever truth there may be in these, and other reports of similar nature, which are constantly coming in, the Colony, the fact remains that the work has not progressed as we had a right to expect after the statements made by His Excellency and the Director of Public Works last October. For weeks, I may say for months, those who were unfortunate enough to try to sleep or work within a certain distance of the Post Office found it practically impossible to do so. From daylight to dark, seven days in the week, coolies were engaged in cutting and fitting, by hand, the numberless stones which were to support the roof and which presumably had been brought from Home in accordance with orders from Hongkong. When this extra work was completed, what was the result? The roofing of the brick and granite structure which, to quote the honourable member opposite, was to have been "a credit to the Colony," was proceeded with, with the result apparently that not a single stone of the same level was laid, and the roof above such an entire want of symmetry as to destroy the good architectural effect which such a building should present. Instead of completing the building as originally designed with dressed granite, a couple of miserable little plaster and stucco pepper-pot erections finish off the eastern corners of what should have been one of the finest buildings in Hongkong. If my honourable friend opposite replies to these remarks, may I express the hope that he will not repeat those worn old fairy tales with which in the past he has been accustomed to fill, with their spurious effect, the official critic into silence and forgetfulness. Rather than we will for once be favoured with a straightforward statement as to how matters really stand. More particularly, has the roof been satisfactorily constructed in accordance with the plans as passed by the Public Works Committee? or if an alteration has been made, of what does this consist and what was the reason for the alteration? I would once more beg to remind the honourable member that the wisdom of the ancients might have well have been noted up to. The question put 2,000 years ago is still a pertinent one. Would any sane business man settle down to build a house without first counting the cost. No one who had not the full credit of the Colony at his back could build as does the Public Works Department. A firm or private individual who attempted to do so would infallibly reach the Bankruptcy Court. The unofficial remark, further, led to have increase more concerning the Mongkokkai refugee. It is four years since our harbour was devastated by a typhoon, and we would like to know more details as to this important work and when it is likely to be completed. Your Excellency made a passing reference to the Royal Square. We possess those little wooden specimens in the corner of the enclosure do not represent the kind of railing it is proposed to erect. It is a pity that the attempt to keep the sampan children and other trespassers off the ground must be set up if the place is ever to be kept in good order, and the Government could not do better than copy the handsome stone and iron work surrounding the other two blocks. The question of placing a railing in front of the four Royal statues should also be considered, if these are to be kept clean and in recent order. The Kowloon waterworks, originally estimated at \$335,000, have now cost \$1,224,000 an increase of nearly 50 per cent. Will the \$12,000, asked for next year finish the work? We should also be glad if your Excellency could inform us whether the public will be accorded an opportunity of seeing the design of the proposed new statue pier before the work is commenced, as we trust to be saved a replica of a terrible-looking object as Black Pier now presents. There is only one more matter to which I will refer the Hon. Mr. Hewart. It is again a question concerning which we would like to have had further information. A gain, an estimate of eight millions has swelled up 50 per cent. the actual expenditure to date being nearly twelve million dollars. We would ask to be informed how and from whom the material was purchased. If in the open market and at cheapest prices compatible with good material? Has any delay in opening the line been caused by delay in the arrival of the rolling stock, and if so will the loss thus incurred be made good by those responsible? Touching the

workshops, which have not yet been set up, it seems on further consideration a moot point whether a railway of only some 22 miles is justified in incurring the heavy capital expenditure and the heavy annual cost of running its own workshops. The greater part of the year the staff and machinery must be idle or very inefficiently employed. We have two thoroughly well appointed dockyards, in addition to the Naval yard, each fitted with modern machinery and a highly qualified staff. Why should not the Government effect the great saving which must result by abandoning the proposal of having their own workshops, and give these two institutions an opportunity of sharing work which they would no doubt be very glad to secure, and could efficiently perform. If the machinery has already been contracted for, this could be disposed of elsewhere, particularly in view of the great expansion of railway enterprises now being carried out in the Far East. Further information as to the site of the Kowloon Station would also be of great interest. Sir Matthew Nathan proposed to make the station on the eastern side of the peninsula, and for that purpose spent a considerable sum in resuming the site. Later, we understand, it was considered best by the Government advisers to place the station round the corner on the southern side, and for this purpose another large sum of money was spent in acquiring the necessary land. Now, however, it seems the station is to be on the site originally selected by Sir Matthew Nathan, thus fully justifying his decision. It appears to us that the ratepayers are entitled to know how much was paid for these various sites; to what use the Government intended putting the now abandoned site of the station and whether there is reasonable ground for believing that a proper return on the money thus invested can be secured.

Hon. Mr. Osborne—Sir, the hon. member for the Chamber of Commerce has alluded to two matters, the typhoon refuge and the police, concerning which further comment may usefully be made. The Government, Sir, are to be congratulated upon having proceeded with the typhoon refuge in spite of the fact that of those who, first clamouring for construction, later on, with faded memories of 1906, did their best to belittle and destroy the scheme. It is the earnest hope of those who are able to foresee the far-reaching benefits of this refuge—that work may be pushed to completion within contract time, which I understand is 5 years. Nearly four have already been spent in arriving at its present stage, and more than once, during that period, life and property have again been jeopardized. In these days of warring trade, the Colony can ill afford to neglect any measure, however slight, adversely affecting its magnificent harbour; the one and only asset we possess, the mainstay of our commercial existence, and so long as insecurity of life and property exist upon its waters, so long will the value of that asset be impugned. Therefore, in the interests of the Colony's commerce and on behalf of those whose lives are spent at sea, I plead, as I said, that this important work be spared the fate of the Law Courts and Post Office. The Government have it in their power to prevent a repetition of the scandal, may history record that those responsible rose to the occasion. The hon. member has alluded to the police. I am not prepared to endorse the criticism of that force, either in regard to its organization or to the zeal of its individual members, for considering the overwhelming difficulties with which they are surrounded, it is, I think, greatly to their credit they are able to accomplish what they do, but I agree with his remarks in so far as I know from personal experience and observation, I gather also from hearsay, that considerable neglected and unpunished crimes exist in our midst. A feeling of uneasiness pervades the community, it is the feeling of the lawbreaker, it is becoming bolder in its exploits and that highway robbery is on the increase. Where in broad daylight the adult offender considers it unsafe to practice petty larceny in our streets, children of tender years are openly employed as substitutes; it is observed that chair, ricksha, and truck coolies are worse than ever in their aggressive disregard of traffic regulations, not a large matter in itself, but one that indicates contempt for authority. The harassment of the citizen by the police, the frequent hour swarms with diminutive craft, licensed ostensibly for innocent purposes, used in reality in a campaign of felony directed principally against foreign shipping. These, Sir, are generalities which I do not pretend to support by specific proof, to do so is impossible; but they are generalities shared by many persons, and as such perhaps the Government, before serious mischief arises, will take stock of itself, whether the police force is sufficiently equipped to meet the Colony's needs. There is one other matter which the hon. member touched upon but lightly. That is, the increased expenditure of the Sanitary Department, a matter of £25,000. The year 1910 is memorable as one that has been free—remarkably free—from epidemic disease, and one would naturally expect that instead of an increase there would be a decrease. The expenses incurred to a plague season are great, and they were not incurred this year. There cannot have been the same amount of work done for the department, and it is therefore inexplicable why there should be an increase. Perhaps your Excellency would explain it? (Applause.)

Hon. Mr. Wei Yek—I beg to say that I quite concur with what the hon. member has just said as regards the police force, particularly the Chinese detective department, which requires energizing and more supervision, because there are so many crimes undetected and unreported to the police.

The Director of Public Works—Sir, in rising to reply to the remarks which have fallen from the hon. member opposite on the subject of public works, I would venture to hope that this will be the last occasion on which our friends the Law Courts and Post Office come up for criticism at this Council (Hear, hear). In October, 1907, when discussing the estimates for the following year, I stated that I expected the Law Courts would be completed in 1910 and that the Post Office would reach completion in 1911. I have no reason to regret that statement as regards the Post Office, but I fear the Law Courts will not be completed by the end of this year. I hope, and I think I may safely predict, that both will be completed by the middle of next year. The hon. member opposite (Hon. Mr. Hewart) complains that the work on the Post Office has not been vigorously prosecuted, and he followed up his statement by saying that anyone who had to work or sleep in that vicinity had a very bad time of it. The statement appeared to me very contradictory.

Hon. Mr. Hewart—I have complained to the hon. member about this before.

The Director of Public Works—His complaint would indicate that the work had been prosecuted too vigorously for the comfort of the neighbours. As regards his remarks on the design of the building, the design, as he probably recollects, was selected as the result of a competition in which architects, both here and in Shanghai and the Straits, were invited to enter. Three firms competed for the design, and the one that has been selected out of the selected design, which was considered the best. For the incongruity, to which he has referred, certainly the Public Works Depart-

ment is not responsible; in fact for none of the matters in connection with the Post Office. The design, Sir, is being carried out in its entirety. I am not aware that any substitution of one material for a less expensive material has been made for anything that was shown on the architect's drawings. As regards the estimate for the Law Courts, I would refer to the sessional paper No. 2 of 1898, when Mr. Ormsby reported to the Government in a despatch, forwarding a criticism by Messrs. Aston, Webb, and Ingress Bell on the plan prepared by Mr. Cooper for new government offices, etc. In paragraph twelve of that report Mr. Ormsby stated, "In estimating the cost of the new courts and new post office, I have been guided by the cost per cubic foot and per square of floor of buildings already erected and being erected in the new Empire. These are handsome buildings of first class workmanship, and I think their cost may be taken as giving a good idea of what the courts would cost. I learn the Club buildings, including all fittings, etc., cost £170,000." Now, Sir, that was before designs were prepared, and I leave it to the common-sense of the members of this Council to form their own conclusion as to whether the estimates for such buildings as the Law Courts could be satisfactorily used on a building such as the Hongkong Club or any of the other buildings in the case of the Post Office estimate, the architect, in submitting the designs, were informed that they were to confine themselves to a sum of \$500,000 as the total cost of the building. Messrs. Denison, Ram & Gibbs, who secured the competition, in the report accompanying their plans stated, "The general walling to be of Canton red bricks, with facings of Amoy bricks, the dressings, mouldings, etc., to be of Portland cement, and of stone where consistent with the question of cost, and of concrete for the building of this character to dispense with external plaster surfaces where practicable, as they get shabby and discoloured so quickly and call for such a heavy outlay for repainting and colour washing." And in concluding their report they stated with regard to the question of cost: "With regard to the question of cost it is believed that the buildings can be built as shown on the plans for the sum named, namely \$500,000, but the cost of the building would be increased by the cost of the construction and the better classes of work made use of would have to depend in great measure upon the local conditions of building prices at the time when tenders are invited." Then they give their estimates which are as follows: "Cost of foundation, including drainage, \$122,000; superstructure and fittings, \$353,000; lighting, heating and ventilation, \$21,000; contingencies, \$4,000; making a total of \$500,000." You will observe that their estimate was \$500,000, and the hon. member made reference to the police. He said, I think, that the police did not control rickshaws or traffic in the streets, that petty larceny and burglary is on the increase. Now, I believe—I am not sure—that the figures would show that burglary is not on the increase. Anyway, those are facts which are capable of being proved unless the cases are not reported, because cases of reported crime are recorded in the police office and the figures are there. The hon. member said that if it is a question of getting in revenue, and a certain amount of strictness must be observed, or the end will be that you won't get money and you will have to come to some other form of taxation. I have not heard any complaints from the general public except the one or two small items—I do not say they are trivial—but they are not of a very serious nature, I think—referred to by the hon. member.

He next alluded to the Pharmacy Bill. We shall presently consider that Bill in committee. I am afraid I cannot accept as facts some of the statements which the hon. member made in reference to the police. He said, I think, that the police did not control rickshaws or traffic in the streets, that petty larceny and burglary is on the increase. Now, I believe—I am not sure—that the figures would show that burglary is not on the increase. Anyway, those are facts which are capable of being proved unless the cases are not reported, because cases of reported crime are recorded in the police office and the figures are there. The hon. member said that if it is a question of getting in revenue, and a certain amount of strictness must be observed, or the end will be that you won't get money and you will have to come to some other form of taxation. I have not heard any complaints from the general public except the one or two small items—I do not say they are trivial—but they are not of a very serious nature, I think—referred to by the hon. member.

Hon. Mr. Hewart—No, Sir, I did not say anything of the sort. I said that something like two or three different cases had been reported in certain sections of the town within the last few weeks. I think my statement when you see it in print will satisfy you.

His Excellency—Still I think it is preferable not to wait for an apprehension of what the hon. member says until we see it in print next morning. I prefer to know what the hon. member has said when I hear him say it. The state of crime, I may say, has engaged the serious attention of the Captain Superintendent of Police and the Government. (Applause.) It is not to be denied that there has been an increase of crime and our best efforts are being directed to preventing crime and bringing the record down. The hon. member also remarked in connection with the police the desirability of teaching Indian police English. A somewhat expensive school is maintained expressly for that purpose and the men are encouraged to acquire a working knowledge of English by the grant of what I may call liberal allowances. I don't know that we can do more. The Mongkokkai refugee next referred to and made some remarks on the delay in the completion of the work. This matter formed the subject of question the other day in Council by the hon. member who sits on his right. An explanation of the reason of the delay which has occurred was given. I would remind the hon. member that on the initiation of the project a very great deal of delay was caused by the strenuous opposition to the scheme by large shipping firms in the Colony, which opposition was more or less endorsed by the Chamber of Commerce. The hon. member asked that the design for Queen's Statue pier might be submitted for inspection. The plans when ready will be submitted in the usual way to the Public Works Committee. I cannot promise you anything extraordinarily artistic or handsome. Iron piers in this climate, where we are subject to heavy seas and typhoons, do not lend themselves to it if economy is to be observed in such structures. The hon. member then condemned the appearance of Black Pier. I myself cannot see anything wrong with it. It has the advantage, that whereas many members of the community predicted that the roof would fly away in the first typhoon they had their predictions falsified. It has one other advantage. It is an exceedingly substantial structure and therefore an economical one. The hon. member made some reference to the railway estimates. I would remind him that in the estimates before us there is no estimate for railway construction. A vote was taken by resolution of the Council early in the year for the expenditure necessary in the current year and a vote will be taken early next year for the remaining expenditure required to complete. These estimates are only concerned with the open line and stock. I may perhaps mention, with reference to his suggestion that workshops were not necessary on the railway, that the Government did not overlook the possibility of working with workshops and getting their work done in some of the engineering yards of the Colony, but after mature consideration they decided that it would be more economical to have their own workshops. The hon. member referred to the change in the site of the terminal station. His information on the subject is not quite correct. The site chosen by Sir Matthew Nathan is not the site that has been now fixed upon. Sir Matthew Nathan acquired the land known as Blackhead Point for the double purpose of forming a railway station and deep sea wharf. There had been a considerable difference of opinion as to where the terminal

station should be placed. As I have said, Sir Matthew Nathan wanted to place it at Blackhead Point. Then it was decided to place it at Tsim Cha Tsui, and land was acquired for that purpose. Then on further consideration it was decided that to save using that land for railway purposes it would be more economical to revert to a site which was suggested before Sir Matthew Nathan decided on Blackhead Point, and that is somewhere in the neighbourhood of Gaeoyee Road. It is the intention to place the terminal station there, and for the present at any rate have a flag station at Tsim Cha Tsui. The result will be that the land which has been acquired at considerable cost at Tsim Cha Tsui will be available for the Government to dispose of otherwise. I do not think, gentlemen, that there is any point I have left uncovered, but if there is any further information hon. members require they will have every opportunity of obtaining it in Finance Committee.

Hon. Mr. Hewart—As I spoke first on this Bill for the unofficially how I the right to reply?

His Excellency—No, you did not move a resolution.

The Colonial Secretary—Unless he has a personal explanation to make he is out of order.

Hon. Mr. Hewart—There are many things to which I should like to reply, but as I cannot I will merely say that I stand by every word I have said already.

The motion was agreed to and the Bill referred to the Finance Committee.

PHARMACY ORDINANCE AMENDMENT.

The Attorney-General moved that the Bill entitled, "An Ordinance to amend the Pharmacy Amendment Ordinance, 1910," be recommended in order that he might move an amendment.

The Colonial Secretary seconded, and the motion was agreed to.

The Attorney-General—With reference to clause two in regard to observations which fell from my hon. friend opposite to-day on the debate on the Budget I desire to move the insertion of the word "European" before "revenue officer." This matter received the consideration of the Government, and as a matter of fact it was contemplated throughout to give this power only to revenue officers who possessed that qualification. That, Sir, will meet the wishes of my hon. friend opposite.

Council then resumed.

The Attorney-General moved the third reading of the Bill.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

His Excellency—Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary presiding. The following votes were passed:—

MEDICAL DEPARTMENT.

The Officer Administering the Government recommended the Council to vote a sum of Fifty Dollars (\$50) in aid of the vote Medical Department, C—Institutes, Other Charges, Fuel and Light.

POLICE AND PRISON DEPARTMENTS.

The Officer Administering the Government recommended the Council to vote a sum of One thousand five hundred Dollars (\$1,500) in aid of the vote Police and Prison Departments, for the following items:

A—Police.	
Other Charges, Transport	\$1,000
B—Fire Brigade, Other Charges.	
Coal	250
Repairs to Engines and Plant	100
Stores	150
Total	\$1,500

MISCELLANEOUS SERVICES.

The Officer Administering the Government recommended the Council to vote a sum of Four hundred Dollars (\$400) in aid of the vote Miscellaneous Services, Coal, Trucks, Scales, Pickets, Shovel, Poles, Ropes, etc., for the Store for Coal for Government Launches.

COMPENSATION.

The Officer Administering the Government recommended the Council to vote a sum of Forty dollars (\$40) in aid of the vote Medical Department, C—Institutes, Bacteriological Institute and Mortuaries, Other Charges, Compensation for destruction at the Public Mortuary of blankets, rugs, etc., belonging to Mr. Chapman.

GRATUITY TO MR. CARTER.

The Officer Administering the Government recommended the Council to vote a sum of One hundred Pounds sterling (£100) in aid of the vote Charitable Services, Gratuity to Mr. Alfred Carter.

The CHAIRMAN—This is an subject which has been mentioned in Council before, I believe. Mr. Carter has been offered a post on the G.W. Coast, and we have been informed by the Secretary of State that he is quite willing to accept this post and forego all further claim on the Colony. The Secretary of State says he will approve of this gratuity subject to the approval of the Legislative Council.

PIER AT CASTLE PEAK BAY.

The Officer Administering the Government recommended the Council to vote a sum of One thousand five hundred Dollars (\$1,500) in aid of the vote Public Works, Extraordinary, Buildings, Pier at Castle Peak Bay.

VILLAGES COMPENSATION.

The CHAIRMAN—I may call your attention, gentlemen, to the vote we left over two or three weeks ago regarding new sites for the inhabitants of Ap Lin village. The cost of removal would be about \$16,300, and \$5,000 of the amount is expected to be paid out during this year. An hon. member raised the question as to whether these parties are entitled to compensation. The whole question has been thoroughly gone into since. The Governor himself visited the spot and is quite satisfied that these men have the necessary claims.

Hon. Mr. Hewart—How long have they been there?

The CHAIRMAN—Twenty years or so.

Hon. Mr. Hewart—Twenty years is really a figure of speech. Have they been there that time?

The CHAIRMAN—Their claims have been recognized by the Land Court and we cannot go back on that.

Hon. Mr. Osborne—There is no record of Chinese who squat on the ground and gradually accumulate a village. They did not go there under any authority.

The CHAIRMAN—The Land Court must have fully considered the matter before they granted the claims.

Hon. Mr. Hewart—These people claim to be residents there before we took over the Territory.

The CHAIRMAN—Yes.

Hon. Mr. Hewart—But such a thing cannot occur again.

The CHAIRMAN—No, these claims are all settled.

Hon. Mr. Hewart—Are there any more villages of this sort?

The Director of Public Works—There are a great many which require levelling and proper drainage.

Hon. Mr. Osborne—Is it possible to bring any similar claims? Now that this matter is settled there may be more coming in with claims.

Hon. Mr. Hewart—That is my point. Are we establishing a precedent?

The CHAIRMAN—You have established many precedents. Hok Un, for instance.

Hon. Mr. Osborne—Hok Un had permanent buildings of stone. The buildings in this village were of mud, tin cans, and bits of boat.

The CHAIRMAN—Do you wish to reduce the vote?

Hon. Mr. Osborne—I don't think so.

The Director of Public Works—Any compensation that is paid to them will be based upon the condition of their buildings.

Hon. Mr. Osborne—What value would you place on a flattened out corner of a tin?

The CHAIRMAN—We will discuss that later.

Hon. Mr. Hewart—I suppose the land officer realizes the importance of the question, and will be careful in future what he does.

The vote was passed.

THE ESTIMATES.

The Estimates were considered clause by clause and passed without amendment.

HONGKONG CRICKET CLUB.

The annual meeting of members of this Club, presided over by Mr. F. H. Hewart, was held at the pavilion last evening. The report and accounts were taken up and read, and the election of officers resulted as follows:—President, Mr. F. H. Hewart; Committee, Captain G. E. Garnett, R.A., Hon. Dr. J. M. Atkinson, and Messrs. B. Hancock, W. C. D. Turner, T. E. Pearce, H. B. Makin, and C. A. Carr.

At an extraordinary general meeting which followed, the following resolutions were adopted:—

That Bye-Law 15 shall read:—From 1st October, 1910, all new playing members not being officers of H.M.'s Navy or Army shall pay an entrance fee of \$20.00. All new military playing members shall pay an entrance fee of \$5.00 and all new naval playing members stationed in the Colony shall also pay an entrance fee of \$15.00. Non-playing members shall not pay an entrance fee.

(N.B.—This resolution does not affect the status of a naval subscriber under Bye-Law 21.)

That Bye-Law 16 shall read:—The annual subscription for playing members shall be \$20.00 and for non-playing members \$10.00 payable in advance on the 1st October in each year. Any member absent from the Colony for 12 consecutive months shall be exempted from one year's subscription.

That Bye-Law 21 shall read:—Officers of H.M.'s Navy and permanently stationed in Hongkong may, on being proposed, seconded and balloted for in accordance with Rule 18, become "Naval Subscribers" of the Club on payment of one half the annual subscription for playing members (\$10.00) without entrance fee. On their option, on payment in advance of \$3 for each month or part of each month.

A SHANGHAI RUBBER DEAL.

In the Mixed Court, Shanghai, on Friday last, before Mr. Sun (Assistant Magistrate), and Mr. C. F. Garstin (British Assessor), Messrs. Wingrove & Burnett sued Weismann K. Loh for the sum of \$25,495.37 (with interest), the amount for which the defendant had become responsible on the June 25th of the Shanghai Stock Exchange by reason of a default in cash. The transactions upon which plaintiffs based their claim were purchases of 700 Shanghai and 1,500 Anglo-Japan in April last, on defendant's account, for delivery in June.

Defendant's answer alleged that plaintiffs being British subjects were governed by the law administered in "M. Supreme Court and as such and as brokers and agents did not in law become responsible for any debt, default or mismanagement of their principal. Defendant further alleged that the contracts made between himself and plaintiffs were by way of gambling, the form of the contract note being a mere fiction, and that he was at most if at all, indebted to plaintiffs in a mere gambling debt which was not enforceable by this Court.

Mr. G. H. Wright appeared for plaintiffs defendant was represented by Mr. C. E. Douglas.

"LESE MAJESTE" IN JAPAN.

The crime of *lese majeste* is not often heard of in Japan, but a Nagasaki journal has got itself into serious trouble for an offence of this nature. It appears that the journal in question—the *Naga's Shimpo*, a Constitutional organ—published an article entitled, "Women in Ancient and Modern Times." The article was considered by the authorities to be disrespectful to the Imperial House, and a criminal action was instituted against the journal in the Nagasaki Chihō Saibansho. The case was duly tried, and it was decided that the article had reference to the private life of the Emperor and threw dishonour on the Imperial House. The journal was accordingly ordered to be suppressed; the writer of the article, Mr. Nomura Katsuji, was sentenced to imprisonment for a term of one year and to pay a fine of ¥150, and the editor and publisher were each sentenced to imprisonment for a term of six months and to pay a fine of ¥100.

We (Japan Chronicle) have not seen the article in question, but so far as we can gather it was simply dealing with historical matters. It therefore appears that writers and journalists must not refer to any historical matter that is likely to reflect the slightest discredit upon the Imperial Ancestors.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 29th at 6.00 a.m.—Black Drum hoisted.

At 11.55 a.m.—The barometer has fallen considerably over the S. and S.E. coasts of China. It is inclined to rise in Formosa and the Philippines.

The typhoon is situated about 250 miles to the E.S.E. of Hongkong. It appears now to be moving Westwards.

The high pressure area remains over the continent to the North of the Yangtze valley.

Bad weather will continue to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N. to N.E. gale, fair at first, gradually clearing and calm.	
Hongkong & Neighbourhood.	
Formosa Channel.	
South coast of China between Formosa and Japan.	
South coast of China between Japan and Formosa.	
Hongkong and Kaimosi.	

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and not to the business address. The Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PERSA CODES: A.B.C. 4th Ed. Lieber's.

NEW ADVERTISEMENTS

CHINESE IMPERIAL GOVERNMENT
7% SILVER LOAN OF 1886, "E."
3RD HALF-YEAR DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be Payable at the Office of the Corporation on and after the 30th September, 1910.

List of Drawn Bonds can be obtained on application to the undersigned.
For THE HONGKONG & SHANGHAI BANKING CORPORATION.
Agents issuing the Loan.
N. J. STABB,
Acting Chief Manager.
Hongkong, 30th September, 1910. [1129]

PUBLIC NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that the Registered Office of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING CO., LTD. (in liquidation), has been This Day REMOVED from No. 64A, Bonham Strand West to No. 62 and 63, CONNAUGHT ROAD WEST (First Floor).
Dated this 30th day of September, 1910.
LAU CHU PAK,
Official Liquidator.

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE SHIELD COMPETITION, 1910/11, will CLOSE to the Undersigned on MONDAY, 3rd October.
Entrance Fee \$10 each team.

A. E. ASGER,
Hon. Secretary and Treasurer,
Care of Arratoon V. APCAR & Co.
Hongkong, 30th September, 1910. [1127]

HONGKONG FOOTBALL CLUB.

SIX-A-SIDE COMPETITION.

MEMBERS desirous of entering for this Competition, should send in their Names to the Undersigned by 12 No. on MONDAY next, the 3rd October.

A. G. RAVENHILL,
Hon. Secretary.
Hongkong, 30th September, 1910. [1128]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers.

NAPLES, GENOA, and GERA, also

VENICE, TRIESTE, all MEDITER-

RANE, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"ISCHIA."

Captain Boleto, will be despatched as above

on WEDNESDAY, the 12th Oct., at NOON.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 30th September, 1910. [1124]

WANTED.

IN SOLICITORS' OFFICE, GOOD SHORT-AND TYPIST, intelligent and willing to learn, good opening to competent man.

Apply to—

"LEGAL."

Care of "Daily Press" Office.

Hongkong, 28th September, 1910. [1115]

NOTICE.

I HAVE This Day REMOVED to the HONGKONG HOTEL BUILDING, PEDDER STREET (near Clock Tower).

G. J. J. J.

Cigar and Tobacco Merchant.

Hongkong, 29th September, 1910. [1122]

CHURCH MISSIONARY SOCIETY.

BAXTER SCHOOLS.

THE ANNUAL SALE in aid of the above

will be held in the CITY HALL,

On WEDNESDAY, 5th October, at 3 P.M.

Children's Garments and useful Tea Cloths,

in great variety. Pictures, Frames, Boxes, etc.,

and many things suitable for Xmas Presents.

Admission ... 20 cents.

Hongkong, 29th September, 1910. [1123]

NOTICES OF FIRMS

NOTICE.

WE HAVE This Day admitted Mr. ARTHUR NILSSON as a Member of our Company.

OLOF WIK & Co., AGENTS, LTD.

Gothenburg, 1st September, 1910. [1090]

NOTICE.

WE HAVE This Day been Appointed

SOLE AGENTS for the SWEDISH EAST

ASIATIC STEAMSHIP CO., LTD.

OLOF WIK & Co., AGENTS, LTD.

Gothenburg, 1st September, 1910. [1091]

NOTICE.

WE HAVE This Day been Appointed

SOLE AGENTS for the SWEDISH

LLOYD S.S. Co.

OLOF WIK & Co., AGENTS, LTD.

Gothenburg, 15th July, 1910. [1093]

PUBLIC COMPANIES

THE DAIRY FARM COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910. The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order,

M. MANUK,

Acting Secretary

Hongkong, 23rd September, 1910. [1103]

CANTON INSURANCE OFFICE, LTD

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned on SATURDAY, the 15th October, at Noon. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 26th September, 1910. [1110]

INTIMATIONS

THE ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE SIXTH ANNUAL GENERAL MEETING will be held in the Office of the UNION INSURANCE SOCIETY OF CANTON, Queen's Buildings, TO-DAY (FRIDAY), the 30th inst., at 5.15 P.M.

BUSINESS:

To receive the Report and Accounts for the year ending 31st August, 1910.

To elect Officers for the ensuing year.

And other General Business.

By Order,

S. P. WARBROOK,

Hon. Secretary and Treasurer.

Hongkong, 23rd September, 1910. [1099]

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1895 issue, \$100.00 each) was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn for Redemption:

No.	313	760	1130	1479
36	338	789	1158	1518
34	349	794	1169	1585
38	468	798	1206	1637
135	573	957	1233	1694
155	582	952	1313	1740
156	608	1018	1340	1766
183	618	1023	1343	1784
191	630	1048	1361	1791
209	649	1064	1392	1805
222	675	1083	1403	1905
263	684	1096	1409	1943
287	739	1112	1448	2000

and will be Payable at the HONGKONG and SHANGHAI BANKING CORPORATION, on FRIDAY, the 30th September, 1910, in Exchange for surrender of same.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 17th September, 1910. [1072]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Charter Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Offices above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 17th September, 1910. [1074]

SOCIETE DES PULPES ET

PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAI PHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the 1st October, 1910.

Payment must be made to the HONGKONG and SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION, between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BRIGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,

T. F. HOUGH,

Chairman.

Hongkong General Purpose Committee.

Hongkong, 1st September, 1910. [1009]

JUST PUBLISHED.

"POPPY PETALS,"

By D.E.C.

Author of "LUI SING,"

"The Flight of an Arrow," &c.

PRICE \$3.50.

THESE TALES are not the woven tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary reader.

By ELLY & WALSH, Ltd.

Hongkong, 27th September, 1910. [1114]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of THE HONGKONG and SHANGHAI BANKING CORPORATION, TO-DAY (FRIDAY), the 30th September, 1910, at 11 A.M., at Queen's Statue Wharf.

THE STEAM LAUNCH "BELLE."

Length ... 58 ft.

Beam ... 10 ft. 6 in.

Depth ... 6 ft.

Engines Compound Surface Condensing.

Cylinders ... 8 in. 16 in.

Stroke ... 10 in.

Boiler Pressure ... 125 lbs.

Build by Kwong Hip Lung & Co., in 1896.

Terms: As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th September, 1910. [1119]

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of One Lot of CROWN LAND opposite Shum Wan Marine Lot No. 5, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at 75 years, with the option of renewal at 75 years, with the option of renewal at 75 years.

By Order,

G. R.

Public Auction.

PARTICULARS OF THE LOT.

No. of Lot.

Locality.

Boundary Measurements.

Contents in Acres, Feet, and Squares.

Upset Price.

1. 48. 49. 60. 60. 2,850. 20,200.

2. 48. 49. 60. 60. 2,850. 20,200.

3. 48. 49. 60. 60. 2,850. 20,200.

4. 48. 49. 60. 60. 2,850. 20,200.

5. 48. 49. 60. 60. 2,850. 20,200.

6. 48. 49. 60. 60. 2,850. 20,200.

7. 48. 49. 60. 60. 2,850. 20,200.

8. 48. 49. 60. 60. 2,850. 20,200.

9. 48. 49. 60. 60. 2,850. 20,200.

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11. 48. 49. 60. 60. 2,850. 20,200.

12. 48. 49. 60. 60. 2,850. 20,200.

13. 48. 49. 60. 60. 2,850. 20,200.

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15. 48. 49. 60. 60. 2,850. 20,200.

16. 48. 49. 60. 60. 2,850. 20,200.

17. 48. 49. 60. 60. 2,850. 20,200.

18. 48. 49. 60. 60. 2,850. 20,200.

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34. 48. 49. 60. 60. 2,850. 20,200.

35. 48. 49. 60. 60. 2,850. 20,200.

36. 48. 49. 60. 60. 2,850. 20,200.

37. 48. 49. 60. 60. 2,850. 20,200.

38. 48. 49. 60. 60. 2,850. 20,200.

39. 48. 49. 60. 60. 2,850. 20,200.

40. 48. 49. 60. 60. 2,850. 20,200.

41. 48. 49. 60. 60. 2,850. 20,200.

42. 48. 49. 60. 60. 2,850. 20,200.

43. 48. 49. 60. 60. 2,850. 20,200.

44. 48. 49. 60. 60. 2,850. 20,200.

45. 48. 49. 60. 60. 2,850. 20,200.

46. 48. 49. 60. 60. 2,850. 20,200.

PLAN OF KOREA AND MANDCHURIA
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

SHIPPING.

ARRIVALS.
BOMBAY MARU, Japanese str., 2,345, Teranaka, 29th Sept.—Singapore 23rd Sept., General Nippon Yusen Kaisha.
CHUO MARU, British str., 20th Sept.—Canton.
EMPEROR OF JAPAN, British str., 3,039, H. P. Y. S. S. S., 29th Sept.—Singapore 21st Sept., General Nippon Yusen Kaisha.
HIKOSAN MARU, Japanese str., 2,302, Yamashita, 28th Sept.—Mitsui Bussan Kaisha.
HUDSON, British str., 2,576, Fenton, 28th Sept.—New York 1st Aug. and Singapore 21st Sept., General Nippon Yusen Kaisha.
VIADIMIR, Russian str., 3,197, T. Skalsky, 29th Sept.—Vladivostok and Shanghai.
WOSATO, British str., 29th Sept.—Canton.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 29th September.
Chiping, British str., for Swatow.
Haiten, British str., for Swatow.
Tango Maru, Japanese str., for Kobe.
Vladimir, Russian str., for Singapore.
Wosato, British str., for Shanghai.
Yavata Maru, Japanese str., for Australia.

DEPARTURES.
 29th September.
ALBANY, American cruiser, for Manila.
BEVALDIE, British str., for Shanghai.
CHENAN, British str., for Shanghai.
KONISHI, German str., for Hoihow.
LANDAT SCHIEFF, German str., for Bangkok.
LYNAN, British str., for Canton.
NANSHAN, American transport, for Manila.
NEW ORLEANS, American cruiser, for Manila.
NEW YORK, American cruiser, for Manila.
POMPEY, American collier, for Manila.
PROMETHEUS, Norwegian str., for Saigon.
SHANIS, British str., for Pakhoi.

VESSELS EXPECTED.

THE INDIAN MAIL.
 The Indo-China str. *Kulsang* from Calcutta and the Straits left Singapore for this port on the 24th inst.

The Indo-China str. *Kulsang* left Calcutta for the Straits and Hongkong on 21st inst. and is due here about the 7th prox.

THE AMERICAN MAIL.
 The T.K.K. str. *Nippon Maru* sailed from Yokohama on route to Hongkong on the 25th inst. and is due here on the 4th prox.
 The P.M. str. *Silvia* left San Francisco on the 13th inst. for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 10th prox.

The P.M. str. *China* left San Francisco on the 20th inst. for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 18th prox.

The P.M. str. *Manchuria* sailed from San Francisco on route to Hongkong on the 21st inst. and is due here on the 28th prox.

THE GERMAN MAIL.
 The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 7th inst. left Colombo on the 24th inst. p.m., and may be expected here on or about the 5th prox.

THE AUSTRALIAN MAIL.
 The A.M. str. *Prinz Waldemar* left Sydney on the 24th inst. at 11 a.m., and may be expected here on or about the 16th prox.

The E. & A. str. *Empire* left Sydney on the 28th inst. for this port via Queensland Ports, Timor and Australia, and is due here on 21st prox.

THE CANADIAN MAIL.
 The C.P.R. Co.'s str. *Monteagle* left Vancouver for Hongkong via usual ports of call on the 20th inst. p.m.

MERCHANT STEAMERS.
 The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd inst.

The Barber Line str. *Suruga* sailed from New York on the 21st inst. for Hongkong, via the Straits.

The T.K.K. str. *Buyo Maru*, from South American ports, arrived at Yokohama, and left for this port via Kobe and Moji on the 25th inst.

The N.Y.K. str. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 23rd inst., and is expected here on the 2nd prox.

The P. & O. S. N. Co.'s str. *Peshawar* left Singapore for this port on the 28th inst., at 6 a.m., and is due here on the 3rd prox., at about 8 a.m.

The H.A. Line str. *Ambria* left Tsingtau via Foochow on the 28th inst. a.m., and may be expected here on or about the 4th prox.

The H.A. Line str. *Armenia* left Singapore on the 28th inst. a.m., and may be expected here on or about the 4th prox. p.m.

The P. & A. str. *Selja* is due to arrive at this port on the 14th prox.

The O.B.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 17th inst., and is expected here on or about the 25th prox.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF JAPAN" SAT., 8th Oct. "EMPERESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.
 From Quebec. "EMPERESS OF IRELAND" FRI., 4th Nov. "ALLAN LINE" FRIDAY, 25th Nov.
 From St. John, N.B. "EMPERESS OF BRITAIN" FRI., 16th Dec. "ALLEN LINE" FRIDAY, 13th Jan. "ALLAN LINE" FRIDAY, 10th Feb.

"Empress" Steamships leave HONGKONG at 5 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN OF QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers \$43. "and 1st Class Railway \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fokker Street and Praya, opposite Blake Pier.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.
HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA 10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MOREA 11000	May 27	June 2
DELTA 8000	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £71.10 SINGLE. £106.14 RETURN. 2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA 4700	January about	March about
* NUBIA 4700	February 25	March 11
* SYRIA 4700	February 28	March 14
* NORSE 4700	March 8	March 24
* PALAWAN 4700	March 22	April 8
* ROSE 4700	April 5	May 22
* SICILIA 4700	April 19	June 5
* SUMATRA 4700	May 3	June 19
* NILE 4700	May 31	July 17
	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at Marseilles. FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN. 2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers. * These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS. Hongkong, 9th September, 1910.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Rebuffat	On 10th Oct. P.M.
MARSEILLES VIA PORTS	"YARRA" Capt. Ristorcelli	On 11th Oct. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonel	On 24th Oct. P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Sollier	On 25th Oct. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building. Hongkong, 29th September, 1910.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERE, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. MEINERS	17,000	Wed. day, 5th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. J. HANDEMANN	17,000	About 5th Oct.
MANILA, ANGAUR, YAT, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENTZ" Capt. H. RAEGER	6,750	Saturday, 8th Oct., at Daylight
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISEKE	6,100	About 18th October
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	5,050	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. Hongkong, 23rd September, 1910.

PASSENGER SEASON 1911.
IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

* "PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
* "LUETZOW"	17,300	ON APRIL 5TH.
Capt. —		
* "KLEIST"	17,000	ON APRIL 19TH.
Capt. O. PARNKE.		

CALLING AT NAPLES, GENOA, ALGIERE, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy. Early booking recommended. For Particulars, apply to

MELCHERS & Co., GENERAL AGENTS. [1062] Hongkong, 15th September, 1910.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS	DATE OF SAILINGS.
SHANGHAI, KOBE, YOKOHAMA & MOJI	"PEKING"	On 15th October.
SHANGHAI, KOBE & YOKOHAMA	"CANTON"	On 5th November.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., AGENCIES, LTD. Hongkong, 30th September, 1910. [1085]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, BRASSIA, GULF, CONTINENTAL, AMERICA AND SOUTH AFRICAN PORTS.

THE Steamship "DELIHI".

Captain G. W. Gordon, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., TO-MORROW, the 1st October, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA", 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Ships and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles, and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egmont", due in London on the 12th November, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 19th September, 1910. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship "CATHERINE APCAR".

Captain G. F. Hudson, will be despatched for the above Ports on MONDAY, the 3rd Oct., at 5 P.M. For Freight or Passage, apply to DAVID SASSON & Co., Ltd. Agents. Hongkong, 30th September, 1910. [1113]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. MUNCASTER CASTLE

On or about 5th Oct. For Freight and further information, apply to DODWELL & Co., Ltd., Agents. Hongkong, 20th September, 1910. [1079]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship "INDRAWADI".

Captain W. Gray Williams, will be despatched as above on or about the 15th October. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 20th September, 1910. [1081]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRAVELLI" On or about 21st October.

For freight and further information apply to— SHEWAN, TOMES & Co., General Agents. Hongkong, 23rd September, 1910. [1103]

STEAMERS PASSED THE CANAL.

September 2nd—China, Moyns, Peshawar, Tago Maru, Pacific, 5th—Mormouthshire, Armenia, 9th—Borneo, Polynesien, Priam, 13th—Argonia, Atyanga, Gumbo, Siliwa, 17th—Mars, Zarta, Penous, Scandia, Sikh, 21st—Mars, Zarta, Penous, Scandia, Sikh, 25th—Mars, Zarta, Penous, Scandia, Sikh, 29th—Mars, Zarta, Penous, Scandia, Sikh, 3rd—Mars, Zarta, Penous, Scandia, Sikh, 7th—Mars, Zarta, Penous, Scandia, Sikh, 11th—Mars, Zarta, Penous, Scandia, Sikh, 15th—Mars, Zarta, Penous, Scandia, Sikh, 19th—Mars, Zarta, Penous, Scandia, Sikh, 23rd—Mars, Zarta, Penous, Scandia, Sikh, 27th—Mars, Zarta, Penous, Scandia, Sikh, 31st—Mars, Zarta, Penous, Scandia, Sikh.

ARRIVALS AT HOME. Sept. 27th—Wakasa Maru, Wyneris.

Gutler, Palmer & Co.'s



SHIPPERS
 Gutler, Palmer & Co., London
 AGENTS
 SIEMSEN & CO.,
 HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCK YARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK 787 x 88 x 34' 6" Pumps empty Dock in 23 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

ENQUIRIES INVITED BY THE MANAGERS AND AGENTS. BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

RODI & WIENENBERGER, PFORZHEIM I.B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELLERIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Delhi, with the Siberian mail, is due to arrive at Hongkong to-day.

FOR	PER	DATE
Swatow, Amoy and Poochow	Haitan	Friday, 30th, 9.00 A.M.
Manila, Thursday, In. Co. town, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Yavata Maru	Friday, 30th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Chipsing	Friday, 30th, 11.00 A.M.
Swatow and Shanghai	Wonghai	Friday, 30th, 11.00 A.M.
Swatow and Bangkok	Wonghai	Friday, 30th, 11.00 A.M.
Macao	Sui Tai	Friday, 30th, 1.15 P.M.
Manila	Loongang	Friday, 30th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Co. town, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Changsha	Friday, 30th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
SHIMIZU, YOKOHAMA, HONOLULU, AND
SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Hoihow and Haiphong

Europe, &c., India via Tutuorin...
(Late Letters 11.00 to Noon Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed to-day
at 5 p.m.

Batavia, Cheribon, Samarang and Sourabaya

Shanghai...
SIBERIAN MAIL TO EUROPE

Swatow

Swatow, Amoy and Poochow

Manila

Europe, &c., India via Tutuorin...
(Late Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

Tsingtau, Chefoo and Newchwang

Hoihow and Cebu

Swatow, Amoy and Poochow

Manila

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA & VANCOUVER (B.C.)
SIBERIAN MAIL TO EUROPE

Money Letters—The Post Office declines all responsibility for unregistered letters
containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO
ENQUIRIES into alleged losses of such (Postal Guide 121).

Mails for "CANTON," "WUHOW" and "SAMSUI" will be closed on week-days at 7.30 a.m.
and at 6 p.m. until further notice.

A Mail for Macao is despatched per s.s. Sui An on week-days at 7.15 a.m., on Sundays
the mail for Macao is closed at 8 a.m.

Mails for "NANTAU" and "SUABU" are closed every week-day at 6 p.m.
Mails for "KONGMOON" and "KUNCHUK" are closed on week-days at 6 p.m. On
Sundays the mails are closed at 9 a.m.

A mail for Long Island (Cheung Chow) will be despatched per steam launch Hoi Yuen
daily at 2.30 p.m.

THE "PETTER" PATENT. "HANDY-MAN" OIL ENGINES.

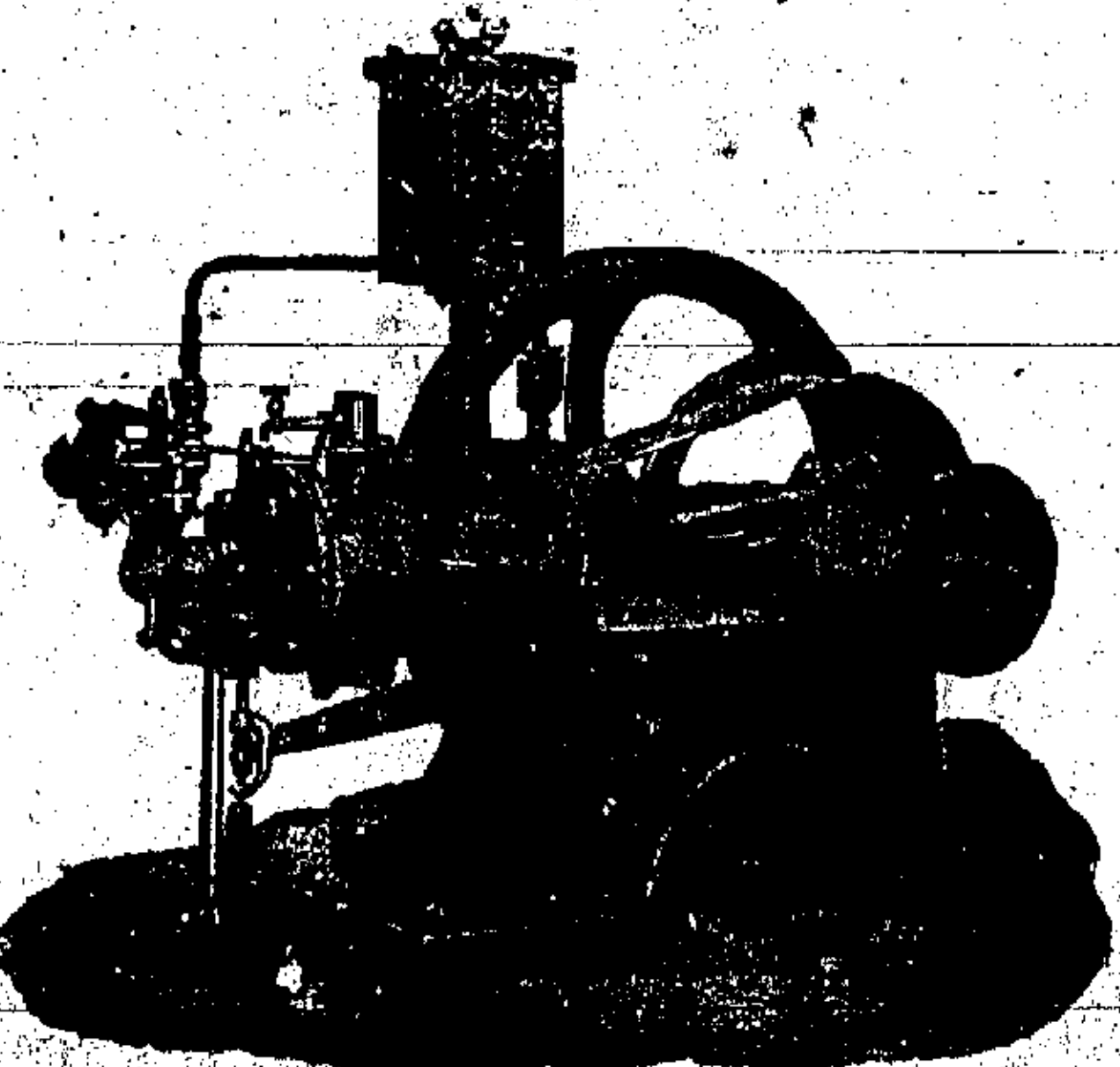
The simplest, safest and
most economical

Oil Engine for driving

DAIRY MACHINERY,
CHAFF CUTTING,
GRINDING, SAWING,
PUMPING, and all
kinds of Farm Work.

Starts in five minutes
from cold.

No Lamp or external
flame after starting.



SOLE AGENTS

WILLIAM C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS
14, DES VOUX ROAD CENTRAL, HONGKONG.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

September 29th.

September 29th.

ON LONDON—	Telegraphic Transfer	1/9 1/4
	Bank Bills, on demand	1/9 1/4
	Bank Bills, at 30 days sight	1/9 1/4
	Bank Bills, at 4 months sight	1/10
	Credits, at 4 months sight	1/10 1/2
	Documentary Bills 4 months sight	1/10 1/2
ON PARIS—	Bank Bills, on demand	228 1/2
	Credits, at 4 months sight	232 1/2
ON GERMANY—	On demand	165
ON NEW YORK—	Bank Bills, on demand	44 1/2
	Credits, at 60 days sight	45 1/2
ON BOMBAY—	Telegraphic Transfer	135
	Bank, on demand	135 1/2
ON CALCUTTA—	Telegraphic Transfer	135
	Bank, on demand	135 1/2
ON SHANGHAI—	Bank, at sight	73 1/2
	Private, 30 days sight	74 1/2
ON YOKOHAMA—	On demand	83 1/2
ON MANILA—	On demand	83 1/2
ON BATAVIA—	On demand	18 1/2
ON HAIPHONG—	On demand	11 1/2
ON SAIGON—	On demand	1 1/2
ON BANGKOK—	On demand	85 1/2
SOVEREIGNS, Bank's Buying Rate		\$11.05
GOLD LEAF, 100 fine, per teal		\$57.80
BAR SILVER, per oz.		24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$4.58 discount
Chinese	10 "	\$5.58 "
Hongkong	20 "	\$4.32 "
Hongkong	10 "	\$5.82 "

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 29TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$125, sal. & sel.
National Bank of China, Limited	99,925	\$7	26	\$7, buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$1	\$1	\$8 1/2, sales
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 200.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$18, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong & Whampoa Dock Co., Ltd.	90,000	\$57	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
FEARWICK & CO., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4.65, buyers
Hongkong and China Gas Co., Limited	60,000	\$10	\$10	\$21.
Hongkong Electric Co., Limited	12,000	\$50	\$50	\$100.
Hongkong Hotel Company, Limited	8,000	\$25	\$25	\$75.
Hongkong Ice Company, Limited	5,000	\$25	all	\$135.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115 1/2, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$100	\$100	\$25.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$100	\$101.
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.—				
Societe Francaise des Carburants de Tonkin	15,000	\$250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$7 1/2, sellers
Peak Tramways Co., Limited	50,000	\$10	\$1	\$13, sellers
Philippine Co., Limited	75,000	\$10	\$10	\$10, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$150, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$23, sellers
Hongkong & Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sel. (L'don
Shall Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$1, sales
Star Ferry Company, Limited	10,000	\$10	\$10	\$10, sellers
South China Morning Post, Limited	10,000	\$10	\$10	\$10, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
STEAM AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sal. & buy.
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	100 fideis	\$10	\$10	\$301.
RUBBERS.—				
Alingay	750,000	2/	all	4/6
Anglo-Malay	1,500,000	2/	all	25/6
Balgonner	151,000	\$1	all	\$12 (Sta.)
Bata Tiges	70,000	\$1	all	90/
Bukit Kajang	80,000	\$1	all	63/6
Castlefields, fully paid	30,000	\$1	all	110/
Cheviots	70,000	\$1	all	11/6 prem.
Eastern and International	250,000	\$1	10/	100/
Highlands and Lowlands	307,143	\$1	all	5/6 prem.
Kamunings	1,825,000	2/	all	70/
Kuala Lumpur	180,000	\$1	all	70/
Labas	100,000	2/	all	70/
Langley's	100,000	\$1	all	50/
London Asiatics	900,000	2/	all	10/6
London Ventures	1,266,000	2/	all	6/6
Merlemus	1,750,000	2/	all	6/6
Pegohs	45,000	\$10	all	\$28 (Sta.)
Sandycrofts	50,000	\$2	all	\$29/ (Sta.)
Sapongs	100,000	\$1	all	25/
Shelfords	65,000	\$1	all	70/
Singapore and Johore	125,000	\$2	all	\$15 (Sta.)
Sunatra Pares	95,000	2/	all	11/3
Sungai-Kapang	90,000	2/	all	11/3
United Serangs	170,000	\$1	all	102/6
Loans.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the
skill which W. D. & H. O. WILLS have acquired during the 200 years which have
elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

The Ravages of the White Ant, Decay,
Fungus, Dry Rot, etc., destroy property to
the value of many Thousands of Dollars yearly
in Hongkong.

The only sure and reliable protection is—

"SOLIGNUM"

the only Preservative which is guaranteed to
do what is claimed for it—that is, to preserve
Wood, Stone, Brickwork, etc., and to protect
against Decay, Fungus, Dry Rot and the
Ravages of Insects and Vermin, including
that deadly timber-destroyer, the WHITE
ANT.

It adds years to the life of Wood. Among
its many and varied other uses may be
mentioned the extermination of the Rat,
Cockroaches, Beetles and all kinds of Pests.

Specially approved for General use by
H. M. War Department in Hongkong.

Can be applied in many shades of colour to
Wood, Stone or Brickwork. In 5 and 10 Gallon
Drums, and 40 Gallon Barrels.

For Prospectus, Samples and Price Lists apply—

SIEMSEN & Co.,
Machinery Dept.
Hongkong.

TO DAY

11 A.M.—Auction of Steam Launch "Belle" at
Queen's Statue Wharf by Messrs. Hughes
and Hough.

5.15 P.M.—Sixth Annual General Meeting of
The Royal Hongkong Yacht Club, at
Union Insurance Society of Canton.

Public Works Dept., 3 P.M.
Monday, 3rd Oct.—Auction of Crown Land at
Public Works Dept., 3 P.M.

Wednesday, 5th Oct.—"Nicola" at Theatre
Royal, 9 P.M.

Saturday, 8th Oct.—Fourteenth Ordinary
Yearly Meeting of The Dairy Farm Co.,
Ltd., 12.30 P.M.

Saturday, 15th Oct.—The twenty-ninth
ordinary Meeting of Canton Insurance
Office Ltd., Noon.

OPIUM.

September 29th.

Quotations are:—	
Malwa New	\$2,200/2,250 per picul
Malwa Old	\$2,250/2,300 "
Malwa V. Old	\$2,310/2,360 "
Malwa V. Old	\$2,350/2,400 "
Peruvian fine quality	\$1,400/1,500 "
Peruvian extra fine	\$2,100 "
Patna New	per chest
Patna Old	\$2,160 "
Bonares New	\$2,200 "
Bonares Old	\$2,200 "

THE MERCANTILE LITHOGRAPHIC.

47, DES VOUX ROAD CENTRAL,
HONGKONG.

UNDERTAKES to execute with neatness
all kinds of ARTISTIC LABELS,
BILLS OF EXCHANGE, VISITING
CARDS, LETTER HEADINGS, MENUS,
DIE STAMPING, etc.

Hongkong, 14th July, 1910.

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